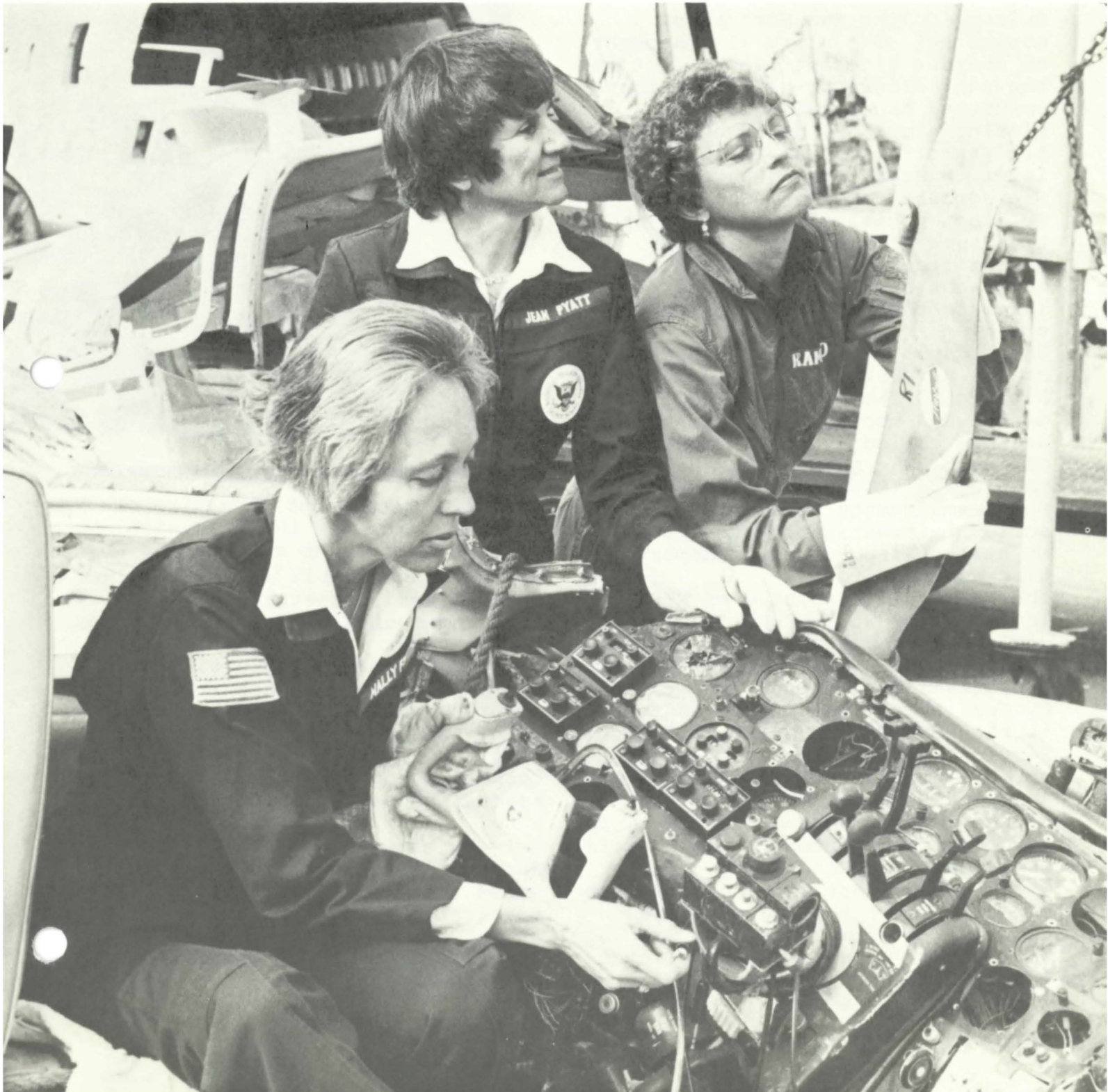




U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Intercom



Cover Story

Last fall may have marked another "first" for aviation history and for women in government service with the arrival at an accident scene of three women investigators, one present FAA employee and two former FAA employees.

The date was October 14, 1980, the occasion of Southern California's first winter storm, bringing the usual thunderstorms and severe turbulence to the San Bernardino mountains. The storm also brought an overdue aircraft report. It was the next afternoon before weather permitted the locating of the missing airplane, found by Civil Air Patrol pilots at the 5,700-foot level on Sugar Pine Mountain. San Bernardino County Sheriff's Helicopter Division began the arduous task of removing the four bodies from the wreckage and the call went out through channels to initiate the investigation of the crash.

Sarah Rambo, Operations Inspector at the Riverside General Aviation District Office, was on the list as the FAA accident standby officer and was called by the FAA Duty Officer. The National Transportation Board (NTSB) was also notified and arrangements were made for an accident investigation team to meet at Rialto Airport for transportation to the site.

The NTSB team consisted of NTSB Investigator Wally Funk (who previously earned distinction by being the first FAA woman General Aviation Operations Inspector), accompanied by Jean Pyatt, recently transferred to the NTSB from the Ontario Flight Service Station where she served as Air Traffic Control Specialist. After passing a subtle check for proper mountaineering equipment, the three women departed in the Sheriff's Department Jet Ranger.

Over the accident site, a persistent cap cloud over the ridge allowed tantalizing glimpses of the wreckage, but weather precluded a safe landing. After setting down in a fire



station parking lot, the fire department provided the team with transportation the rest of the way up the mountain via a four-wheel-drive truck, necessary for negotiating the mountain fire-access roads to the site.

The ingredients of this tale are not new. They have occurred, with numerous variations many times before: an accident, an investigation and a report; a tragedy, cooperative professional efforts by several agencies, and a job well done.

But--by three women? Well, why not? Shown on the cover are the three women accident investigators: Left to right: Wally Funk and Jean Pyatt of the NTSB, and Sarah Rambo of the FAA Riverside GADO. Cover photo by Barbara Abels.

Logistics Division News

Welcome aboard to: Corraine Brady, our new CETA employee in the Services Branch; and Ruby Ross, Contract Specialist in the Procurement Branch, from the Airway Facilities Division.

Loaded Weapons in Baggage Create Hazard

Noting that the accidental discharge of firearms in airline luggage remains a serious problem despite a tough new law, the agency has warned air travelers that they can be fined, possibly even go to jail, for checking luggage with loaded guns inside. There have been 21 such incidents in the last six years, resulting in the death of one person and injuries to two others. Four of the incidents and one of the injuries occurred in 1980. Moreover, in 1980 alone, FAA investigated 48 reports of loaded weapons in airline luggage, assessing fines in 33 cases with four other actions pending. Both FAA safety regulations and DOT hazard-our materials regulations prohibit the carriage of loaded weapons in checked luggage and each prescribes penalties up to \$1,000 for violations. And last year, Congress passed a law that makes this a criminal offense, punishable by up to a year in prison, a fine as high as \$1,000, or both. The 1980 shooting occurred in August at Dallas Love Field, when a .22 caliber derringer pistol went off as the owner set the bag on the floor so that the baggage tag could be matched with the owner's claim check. The bullet hit the person doing the checking in the leg. The owner of the bag was fined \$1,000.

ATC Records Factual Inspector General Says

FAA has not falsified data on air traffic control computer failures. That's the basic conclusion of an investigation conducted by DOT's Office of Inspector General (OIG) at the request of Rep. Bob Whittaker. The Kansas Congressman had accused Airway Facilities managers in the en route centers of covering up computer outages by changing maintenance logs to make them appear as shutdowns for routine maintenance. Similar cover-up charges were levied against former Administrator Langhorne Bond in submitting data on computer outages to the Congressman. OIG said it audited Airway Facilities maintenance logs in four centers for a seven-month period in 1980 and found only two changes, both of which proved to be justified. The Airway Facilities logs also were compared with the Air Traffic logs, and just one error was found. "Accordingly," OIG said, "it appears that computer outages were generally being properly coded. Our investigation did not indicate that FAA managers were changing various computer maintenance logs in order to reflect a better system reliability." Regarding the allegations against Bond, OIG pointed out certain "incongruities and lack of uniformity" in the reporting requirements for computer outages, but it did not uncover any evidence of deliberate deception that would indicate "criminal intent on the part of anyone concerned." Moreover, OIG said "considerable attention has been given to outage and startover reporting by FAA personnel, who have recognized that the reporting system is in need of improvement."

Reagan Budget Sent To Hill

President Reagan's proposed budget package, sent to Capitol Hill last week, calls for a reduction in FAA's budget of \$291 million in FY 1981 and \$476 million in FY 1982. The bulk of the budget cuts would come from the airport grant program, which the Reagan administration wants to reduce by one-third from the five-year funding levels proposed by the previous administration. Proposed airport and airway legislation will be sent to Congress within the next couple of weeks. The FY 1981 Reagan budget seeks funding authority of \$3.292 billion and a staffing level of 54,071 full-time permanent positions. This contrasts with budget authority of \$3.582 billion and staffing levels of 56,212 requested in the Carter budget. In 1982, budget authority under the Reagan proposal would increase by \$75 million to \$3.367 billion, while full-time permanent positions would drop by 539 slots.

Self-Protection Tear Gas Course Offered at R.O. March 26, After Hours

A Self-Protection Tear Gas Course will be held in the Regional Office after hours on March 26 from 4 to 6 p.m. The course will be sponsored by the Federal Women's Subcommittee in conjunction with Civilair. Contact has been made with the Los Angeles Police Department to conduct the program on Thursday, March 26. All employees are welcome to take part in this course. The fee is \$20, plus the cost for the tear gas unit. For further information, contact Gertrude Williams, General Aviation Branch, 213/536-6264.

Airway Facilities Maintenance Operations Branch

Oscar Edwards of the Palmdale Field Maintenance Party crew has received a letter of appreciation from John Tompkins, Manager of the San Diego Airway Facilities Sector, on the good work accomplished at Mt. Laguna Airport Surveillance Radar. Congratulations, Oscar!

Additions To FTS Off-Network

The following is an updated list of area codes which you may direct dial any commercial telephone from any FTS phone in the country. Dial 8 + Area Code + 7-digit number. Please add this to your dialing instructions:

Metropolitan Areas

202 Washington, D.C.
212 New York City
213 Los Angeles
215 Philadelphia
216 Cleveland
312 Chicago
313 Detroit
408 San Jose
415 San Francisco
516 Long Island New York
713 Houston

New Areas

201 Newark, N.J.
904 Jacksonville
206 Seattle

Whole States

319 404 Georgia
515 Iowa 912
712 801 Utah
413
617 Massachusetts

New Areas

303 Colorado 316
601 Mississippi 913 Kansas

Increase In Retirement Annuities

The Office of Personnel Management has announced that the cost-of-living increase in Civil Service Retirement annuities for March 1, 1981 is 4.4 percent. The Civil Service Retirement proration feature provides that a new retiree will receive one-sixth of the applicable cost-of-living increase for each month he/she was on the re-

tirement rolls prior to the effective date of the cost-of-living increase. For this purpose, any portion of a month is counted as a full month. For example, an employee whose retirement began in:

9/80, receives full 4.4% increase
10/80, 5/6 of the increase (3.7%)
11/80, 2/3 of the increase (2.9%)
12/80, 1/2 of the increase (2.2%)
1/81, 1/3 of the increase (1.5%)
2/81, 1/6 of the increase (0.7%)

This March cost-of-living increase will be included in the regular April 1981 annuity checks which pay annuities for March 1981.

Radar Modification Tested

Modification tests on radar range extension have proved successful. These tests were conducted at the Mike Monroney Aeronautical Center in Oklahoma City using the FAA's newest Mobile Enroute Radar System (MERF). For a six-month period, engineers from the Aeronautical Center and the United States Air Force used MERF to extend the aircraft detection range of an ARSR-3 Surveillance Radar System. This new radar system will be installed on the island of Oahu, Hawaii, where it will be used jointly by the FAA and the Hawaiian Air National Guard. During the first week of December 1980, representatives from the Air Force and the FAA evaluated the radar's performance to determine if the modification did meet the extended range requirements. It was highly successful. This project, along with others of this type, is a new program emphasis assigned to the Aeronautical Center Airway Engineering Support Division by Airway Facilities Service.



Left: Experts check the modified ARSR-3 Radar for coverage at extended range. They are, left to right, top, Carl Calhoun of the Aeronautical Center and Harry Boler of the Central Region; bottom, Master Sgt. Van Voorhis and Lieutenant Clay Bosler from the U.S. Air Force. Photo courtesy of Aeronautical Center.



Western Intercom

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FAA And NAATS Agree

The National Association of Air Traffic Specialists (NAATS) and the FAA have signed a new three-year labor agreement. The union represents 100 percent of the agency's flight service station specialists. The agreement covers approximately 75 articles. It is scheduled to go into effect on April 15 if ratified by union regional officers before that date.

4. Must be signed by employee and approving official indicated.
5. Accounting data and cost center code are necessary.
6. Name of issuing office/facility and the travel order or GTA-1A to be indicated.
7. Fill in the blocks for balance from previous advance and amount applied for.
8. Indicate the beginning and ending dates of trips, for training --state the course number, start and ending dates of course.
9. For installment issues:
 - a. Mailing address of installment checks if different from mailing address indicated in Block 9d.
 - b. Clearly show the installment amount and the date employee should receive the check.
10. Travel advances should not be issued in excess of actual cash requirements.
11. For Permanent Change of Station, travel advance will only be issued for the enroute travel, temporary quarters, move/storage of household goods only if by commuted rate and advance house-hunting trip. Never for real estate expenses.

Proper Procedures For Travel Advances

Due to lack of information on the travel advance card and untimeliness of its preparation, the Voucher Examination Section, AWE-26A, receives numerous inquiries and complaints on late or non-receipt of travel advance checks. This could be eliminated and also accomplish the purpose for which the funds are being issued if the following instructions are adhered to by the employee responsible for the preparation of Form SF-1038 (Rev. 10-77), Advance of Funds, Application and Account:

1. Show Social Security Number in Block 6.
2. Should have a telephone number where employee can be contacted in case of any unforeseen problem.
3. Correct mailing address is very important.



BLACK HISTORY--Artifacts, literature and art commemorating Black History Month were on display in the Regional Headquarters building lobby during February. Several employees contributed time and materials for the exhibit which was coordinated by Bill Lindsey of the Airway Facilities Division. Shown above with the City of Los Angeles official Black History Month Proclamation, presented by Mayor Tom Bradley to the Western Region, are: Bill Lindsey; Regional Director John D. Mattson; Carolyn McClellan, Civil Rights Staff Assistant who organized and monitored the Black History exhibit; and Joe Alvarez, Civil Rights Staff Chief. Photo by Barbara Abels.

Paid Parking Ruled Illegal

Although a U.S. District Judge has ruled that the Federal Government acted illegally when it began to charge government employees for parking, the implications of that decision still are not clear. How-

ever, the General Services Administration advises employees to continue to pay any fees that are due in order to keep their parking passes. The judge held that the program was illegal because it had not been approved by Congress, but the government is expected to appeal the decision. There is little chance that any change in parking fees will be made until after this appeal.

Sam Grillo's Retirement Luncheon

A retirement luncheon to honor Sam Grillo of the Airway Facilities Program and Planning Branch, Operations Program Section, AWE-423, will be held on Friday, March 27, 11:30 a.m. at the Hacienda Hotel Crystal Ballroom. Menu is buffet and includes tax, tip and beverage. Cost per person is \$7.85. Gift contributions are gladly accepted. Don't forget to sign sheets in each folder for Sam's memory book. All reservations and monies for the luncheon should be paid before March 23 to Marge Booth. If more information is needed, please call 213/536-6416.

Civilair Alaskan Seafood Sale

Civilair has arranged for a Seafood Sale at discount prices to be held in the north parking lot at the Regional Office from the Shrimp Peddler truck on April 8 from 3 to 5 p.m. (in case of rain the sale will be rescheduled for April 9). Order forms are available at the Civilair desk. The completed forms should be returned to the Civilair desk by March 26. Past fish sales have generated very enthusiastic support and comments--and the vendor guarantees the product--so mark your calendars and send in your order forms.

Sectors of Year Named

Airway Facilities technicians in El Paso, Texas and Ronkonkoma, N.Y., will have something in common for the next 12 months. Both groups can claim to be Numero Uno in the world of Airway Facilities. The El Paso Airway Facilities Sector was selected as the national winner in the General National Airspace System (NAS) category for its performance in Fiscal Year 1980, and the Ronkonkoma Sector was the pick in the Air Route Traffic Control Center category. El Paso Sector Chief Charles R. Turner said he wouldn't trade his sector for any in the world. "We have some truly outstanding people," he said. "Our people become involved in what they are doing and concerned with the job all of us have to do." Ronkonkoma Sector Chief William Bracken also credited his people when told about the honor. He said, "The thing that makes us outstanding is the dedication and training of our long-time employees." All employees in the two winning sectors will receive personal certificates of accomplishment for working in one of the Sectors of the Year. They

were selected from an elite group of regional winners, which included: Western Region, Oakland, Calif. (ARTCC) and Phoenix, Ariz. (General NAS); Alaskan Region, Anchorage (ARTCC); Central Region, Wichita, Kan. (General NAS); Eastern Region, Philadelphia, Penn. (General NAS); Great Lakes Region, Grand Rapids, Mich. (General NAS); New England Region, Nashua, N.H. (ARTCC) and Windsor Locks, Conn. (General NAS); Northwest Region, Auburn, Wash. (ARTCC) and Boise, Idaho (General NAS); Pacific-Asia Region, Guam (General NAS); Rocky Mountain Region, Casper, Wyo. (General NAS); Southern Region, Memphis, Tenn. (ARTCC and General NAS); and Southwest Region, Houston, Tex. (ARTCC). The sectors were rated on availability and reliability of facilities, effective and efficient use of personnel resources, general personnel management relations, employee productivity and safety, and the way in which the total sector staff handled unusual or unique problems during the year. The Airway Facilities Service Director will present the national award plaques to the winning sectors at ceremonies in their respective regions in March.

Regional Noise Abatement Officer

Gerald H. Bogan has been named as the Noise Abatement Officer for the Western Region, vice Will Cope who has transferred to Fresno as chief of the tower.

From 1978 to 1980, Jerry was the Chief of the Los Angeles Air Route Traffic Control Center in Palmdale. He previously served as Chief of Coast Approach Control, Air Traffic Plans and Programs Branch, Los Angeles Tower/TRACON, and was a controller with the U.S. Air Force from 1951 to 1959. Jerry is a native Californian and attended the University of Arizona School of Mines for two years. Jerry's office is located in the Air Traffic Division, AWE-503, telephone 213/536-6198, FTS 966-6198. Photo by Barbara Abels.



Welcome New Regional Duty Officer

Lawrence R. Berg has been selected as Regional Duty Officer in the Regional Communications Control Center. Larry previously worked as a Team Supervisor at the Los Angeles Flight Service Station since Nov. 1979. Prior to that he served as Team Supervisor at the Santa Barbara FSS and FSS Specialist at Los Angeles FSS, Anchorage IFSS, Minot, N.D. FSS and Minneapolis FSS. Photo by Barbara Abels.

Ethel Lawson Receives Distinguished Service Award

Ethel Lawson, formerly of the Civil Rights Staff and now retired, was presented with the Distinguished Career Service Award by Regional Director John Mattson at a recent luncheon. This high honorary award may be granted by the Administrator to employees retiring with more than 20 years of Federal service who are deemed to have made significant contributions to the Federal service during their careers. Sharing this special moment with Ethel were 160 co-workers, friends and relatives, including surprise guest Sugar Ray Robinson, former world boxing champion. Congratulations, Ethel, on this high honor!

Act Now On Group Life Insurance

FAAers, like all Federal workers, have until the end of March to do something about the Federal Employees' Group Life Insurance forms sent to them last week. So, don't throw them away. Those who do not fill out and return them will end up paying for the basic insurance whether they want it or not. In addition, unless employees elect optional or additional insurance, they won't get it and will lose any optional insurance they are already carrying. For more info on the subject, see "Act Now on Insurance" in the February FAA WORLD.

New Contact For Controller Recruiting

With the Air Traffic Control Specialist, GS-2152, recruiting function reassigned to the Air Traffic Staffing Section, AWE-14C, Gladys Skinner, Personnel Staffing Assistant, may be contacted on extension 6296 for information and referral of Air Traffic Control Specialist Candidates.

Tech Center Begins Screening Candidates For Chicago O'Hare

FAA's Technical Center is now screening applicants for the Chicago O'Hare TRACON to help O'Hare managers identify topnotch candidates for some 33 vacancies at that facility. Here's how the program works: Applicants with prior radar field experience go directly to O'Hare for screening and training. Applicants who have no radar experience but have completed the FAA Academy's radar training are sent to the Technical Center for intensified screening, using the Center's air traffic control simulation facility. Taped scenarios, representing typical O'Hare control situations, are fed into the simulators. The screening is designed to identify candidates with an exceptionally high aptitude for radar work. Only these are sent on to the O'Hare TRACON for final on-site testing. The unique screening program was devised to increase the number of top level controllers at O'Hare.